OC 5427

AIRPORT OBSTRUCTION CHART
RICHARD LLOYD JONES JR. AIRPORT, TULSA, OKLAHOMA

AIRPORT ELEVATION 634 FEET

AIRPORT PLAN

AMENDMENT DATA

DIMENSIONS AND ELEVATIONS ARE IN FEET

North American Datum of 1983 (NAD 83) coordinates may be converted to chart datum coordinates for plotting on this chart by adding the following corrections to the NAD 83 coordinates.

Latitude -00.34"
Longitude -00.98"

These corrections represent a shift of approximately 27 meters (88 feet).

Surveyed and compiled by the National Ocean Service (NOS), U.S. Department of Commerce in accordance with specifications and standards of accuracy of the Federal Aviation Administration, Department of Transportation and NOS.

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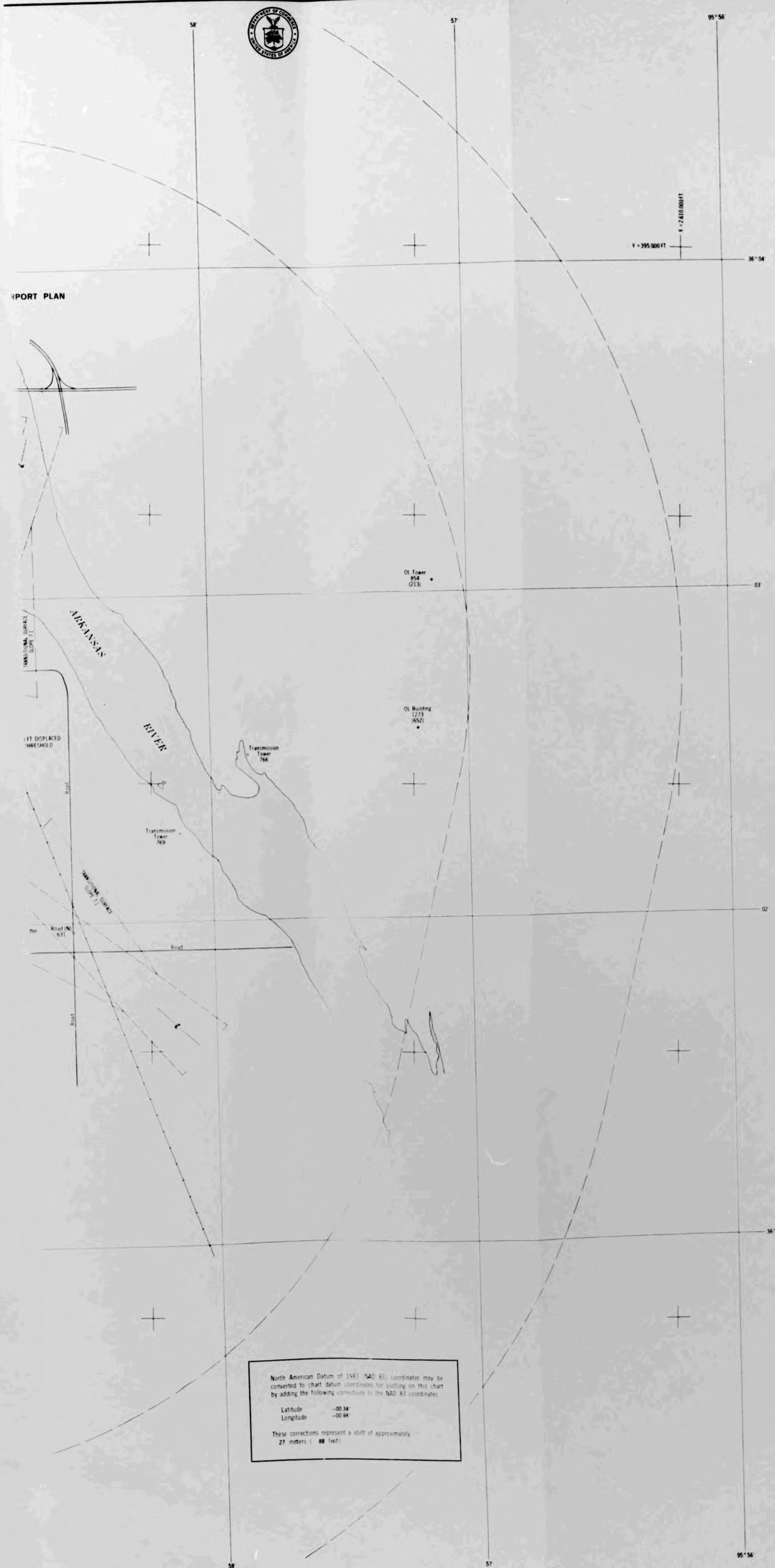
AIRPORT OBSTRUCTION CHART
RICHARD LLOYD JONES JR. AIRPORT, TULSA, OKLAHOMA

NATIONAL OCEAN SERVICE

AIRPORT PLAN



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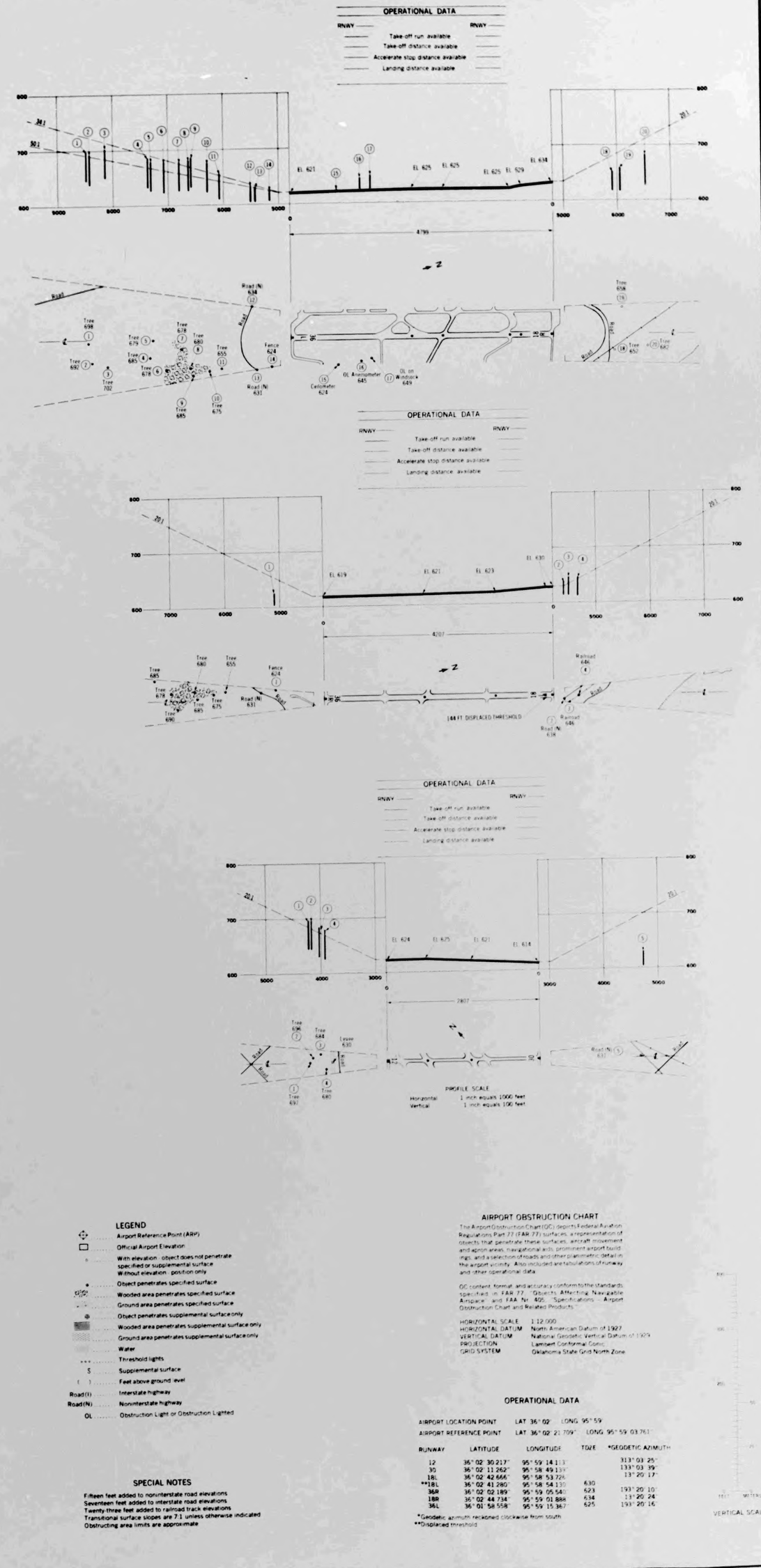
RUNWAY PLANS AND PROFILES



LEGEND

- Airport Reference Point (ARP)
- Official Airport Elevation
- With elevation - object does not penetrate specified or supplemental surface
  Without elevation - position only
- Object penetrates specified surface
- Wooded area penetrates specified surface
- Ground area penetrates specified surface
- Object penetrates supplemental surface only
- Wooded area penetrates supplemental surface only
- Ground area penetrates supplemental surface only
- Water
- Threshold lights
- S — Supplemental surface
- ( ) — Feet above ground level
- Road(I) — Interstate highway
- Road(N) — Noninterstate highway
- OL — Obstruction Light or Obstruction Lighted

SPECIAL NOTES

Fifteen feet added to noninterstate road elevations
Seventeen feet added to interstate road elevations
Twenty-three feet added to railroad track elevations
Transitional surface slopes are 7:1 unless otherwise indicated
Obstructing area limits are approximate

AIRPORT OBSTRUCTION CHART

The Airport Obstruction Chart (OC) depicts Federal Aviation Regulations Part 77 (FAR 77) surfaces, a representation of objects that penetrate these surfaces, aircraft movement and apron areas, navigational aids, prominent airport buildings, and a selection of roads and other planimetric detail in the airport vicinity. Also included are tabulations of runway and other operational data.

OC content, format, and accuracy conform to the standards specified in FAR 77, "Objects Affecting Navigable Airspace", and FAA Nr. 405, "Specifications — Airport Obstruction Chart and Related Products."

HORIZONTAL SCALE	1:12 000
HORIZONTAL DATUM	North American Datum of 1927
VERTICAL DATUM	National Geodetic Vertical Datum of 1929
PROJECTION	Lambert Conformal Conic
GRID SYSTEM	Oklahoma State Grid North Zone

OPERATIONAL DATA

AIRPORT LOCATION POINT LAT 36° 02' LONG 95° 59'
AIRPORT REFERENCE POINT LAT 36° 02' 21.709" LONG 95° 59' 03.761"

RUNWAY	LATITUDE	LONGITUDE	TORA	TODA	*GEODETIC AZIMUTH
12	36° 02' 30.217"	95° 59' 14.113"			313° 03' 25"
30	36° 02' 11.262"	95° 58' 49.134"			133° 03' 39"
18L	36° 02' 42.666"	95° 58' 53.726"			13° 20' 17"
**18L	36° 02' 41.280"	95° 58' 54.130"	630		
36R	36° 02' 02.189"	95° 59' 05.540"	623		193° 20' 10"
18R	36° 02' 44.734"	95° 59' 01.888"	634		13° 20' 24"
36L	36° 01' 58.558"	95° 59' 15.367"	625		193° 20' 16"

*Geodetic azimuth reckoned clockwise from south
**Displaced threshold

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10000 FEET
3000 METERS
STATUTE MILES
NAUTICAL MILES
1 MILE
1 MILE
VERTICAL SCALE

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